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INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

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COUNTRY

USSR

SUBJECT

Road Data: Poltava, Krasnograd, Lyubotin, Morozovka & Vicinity

ALL INFORMATION

NO. OF PAGES

2

SUPPLEMENTARY REPORT

THIS IS UNEVALUATED INFORMATION

1. A loose-surfaced, all-weather road (No 903 on legend) ran from Poltava northeast to Lyubotin. The road was over eight meters wide. It was crowned for easy drainage, and shallow drainage ditches ran along both sides of the road.
2. The road was designed and constructed for heavy usage. It ran through rolling hills and rocky terrain. The road had a light sand-clay foundation. The top layer of the road consisted of gravel surfaced with sand. The road was periodically inspected and maintained by assigned work crews.
3. A loose-surfaced, all-weather road (No 909 on legend) ran from Poltava northward to Morozovka, and another loose-surfaced, all-weather road (No 907 on legend) ran from Poltava southward to Kobelyaki. Another loose-surfaced all-weather road (No 902 on legend) ran from Poltava westward to Reshetivka. At this point the roads divided. One went southwest toward Bunyakovka and the other road went northwest to Podai.
4. All the roads were approximately five to six meters wide. The subbase of the roads consisted of natural sand-clay. The roads had a light clay foundation and the top layer was gravel surfaced, covered with sand. The roads were crowned for easy drainage, and shallow drainage ditches ran along both sides of the road.
5. The roads were designed and constructed for heavy usage. However, the road which went from Poltava northward to Morozovka was extra-heavy traveled, as the people in Morozovka and vicinity came to Poltava by bus to catch the trains which ran out of Poltava. This was the closest railroad to Poltava, and it ran east, west, and southward.
6. A number of loose-surfaced, dry-weather dirt roads (No 935 on legend) ran in the vicinity of Koruba, Mchakhi, Plachanovka, and Dikan'ka. These small towns and villages were located south, west, north and northeast of Poltava.

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7. The dirt roads were approximately five meters wide and were considered to be principal dirt roads. The roads had a natural sand-clay foundation. The dirt roads were periodically drained, graded and resurfaced by the villagers and farmers who used old-fashioned horse-drawn wooden graders.
8. During the winter when the ground was frozen or in summer when it was dry, these dirt roads were occasionally capable of bearing heavy traffic. On occasions during the spring thaw or rains, they could also occasionally bear heavy traffic due to the rocky terrain.

-end-

✓  Eastern Europe map, scale 1:250,000,
Series F501, HQ36-9 of Poltava, USSR, indicating the various roads with
legend. UNCLASSIFIED, 7

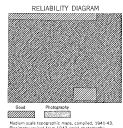
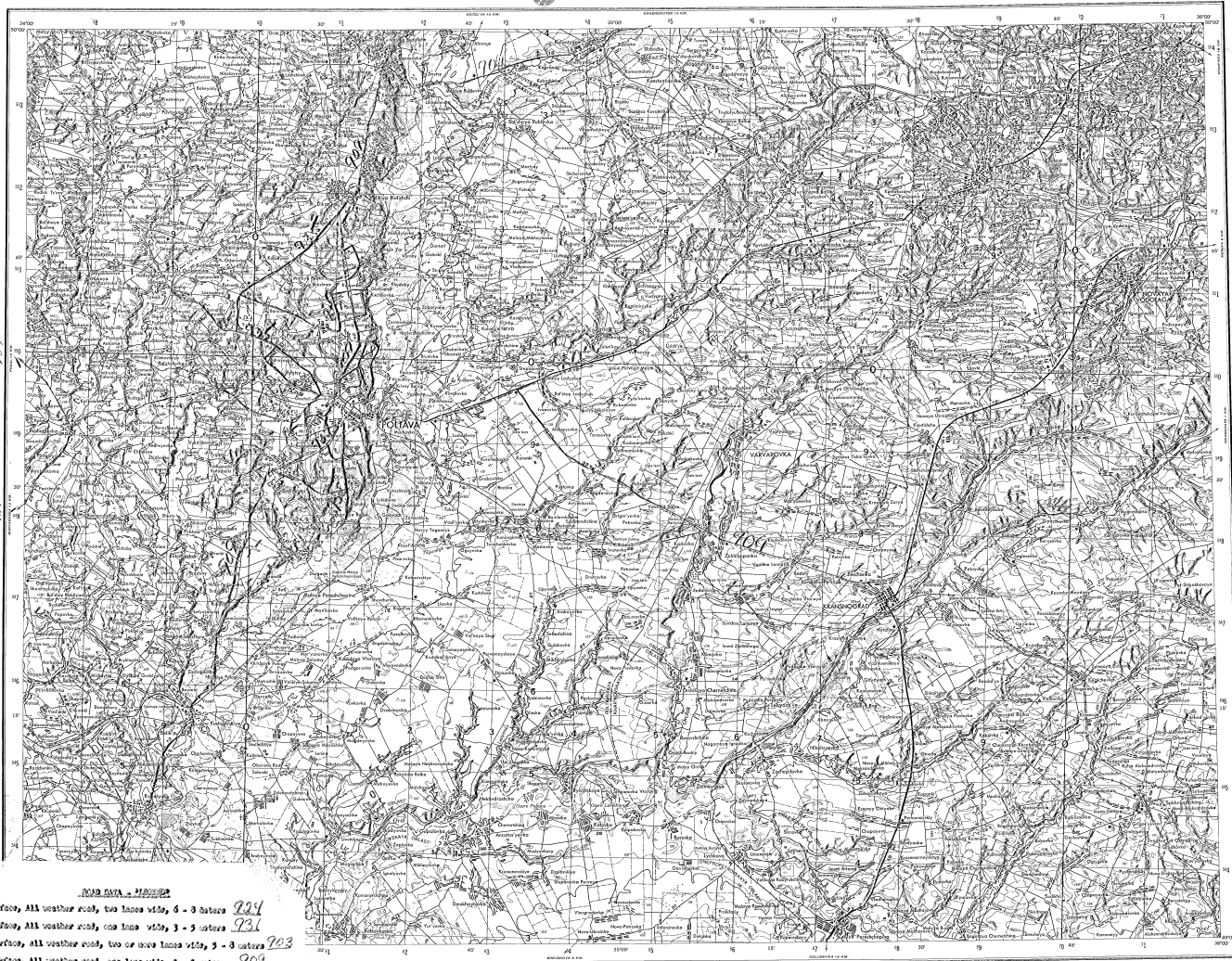
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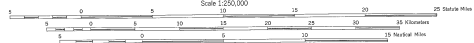
EASTERN EUROPE 1:250,000

POLTAVA

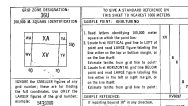
315



- Road Surface, All weather road, two lanes wide, 4 - 8 meters **924**
- Road Surface, All weather road, one lane wide, 3 - 5 meters **921**
- Loose Surface, All weather road, two or more lanes wide, 5 - 8 meters **903**
- Loose Surface, All weather road, one lane wide, 3 - 5 meters **901**
- Loose Surface, Dry weather or dirt road **935**
- Dirt tracks (more than 1.5 and less than 3.5 meters) **945**
- Trails (less than 1.5 meters)
- Dirt Highways (Dneprotshchyna)
- Note: Label these roads exactly 3 meters or wider



CONTOUR INTERVAL 20 METERS
WITH SUPPLEMENTARY CONTOURS AT 10 METER INTERVALS
TRANSVERSE MERCATOR PROJECTION



POLTAVA, U.S.S.R.